

# MARKETS, FINANCE, COMMERCE

## MARKET RATES AFTER WEAKNESS

Baltimore and Ohio and Union Pacific Both Make Fractional Advances.

## SOUTHERN ROADS GAIN

Local Committee on Federal Reserve Bank Receives Indorsement—Cotton Ginning Report.

By W. STEALEY.

After a weak opening on the New York Stock Exchange yesterday the market rallied and many advances were noted. Baltimore and Ohio, which opened at 89-5/8, closed with a gain of 3-8. Union Pacific common closed at 107-1/4, a gain of 3-8. The suit begun by the preferred stock of the same company, 84-3/4 being maintained throughout the day. There was unusually heavy trading in Canadian Pacific. The stock went as low as 265-1/2, but gained 1-3 at the close.

Regardless of continued rumors that Norfolk and Western, held by Pennsylvania, would be sold, the stock closed at 109-1/4, an advance of 1-4 over the opening.

Leading issues gained fractionally, and declines were unimportant. Reports from the copper trade indicate almost complete stagnation, buyers showing no anxiety to enter bids at prices that in some cases are quoted nearly one-half a cent below recent figures for the metal.

## PETROLEUM STOCKS OFF.

Mexican Petroleum fell 11-2, and California Petroleum fell back fractionally. Missouri Pacific notes advanced sharply and sympathetically. Missouri Pacific rose from 31-1/2 to 32-1/4. Southern Railway issues advanced smartly, the common selling as high as 24-1/4, and the preferred closing at 77-1/2. The petroleum stocks in the southeast is the most prosperous trade from the standpoint of transportation.

Foreign markets failed to show the slightest interest in American rails, and arbitrage dealers had the smallest day in many weeks.

Pronounced ease in the money market has broadened the demand for bonds. Dealings yesterday amounted to \$3,000,000 with a wider range of trading and a general stiffening of bids. United States Steel 5s sold up to 101. Atlantic Coast Line, Louisville and Nashville common rose from 90 to 91-1/4. American Telephone and Telephone convertible gained fractionally.

Bond brokers report difficulty in finding offerings of the high grade investment issues, although bids have been received steadily since the turn of the year.

Surplus funds are rapidly accumulating at this center. Call loans renewed at 1-1/2 per cent. Commercial paper, Canada and preliminary estimates foreshadow a large gain in cash by the banks that should make a highly favorable showing in today's weekly statement.

Stock exchange prices during the first ten days of January have shown a stubborn resistance that might ordinarily be expected to lower values.

## LOCAL STOCK MARKET.

Transactions in the Washington Stock Exchange yesterday covered a wide range. In Capital Traction the \$2.00 changed hands at 108. One \$1,000 Washington Railway and Electric 4s sold at \$4. \$500 Washington Gas 5s brought 106-1/2. In the stock list 49 shares of Washington Railway and Electric common were sold at 57-1/2. Five shares of Washington Gas brought 83-1/4, thirteen shares 83-3/4, and fifteen shares 83-1/2. One share of National Metropolitan Bank stock was sold at 190.

Chairman Clapham, of the clearing-house committee, which is urging Washington's claim as a Federal reserve city, understands that his committee will be heard by the reserve bank organization committee Tuesday.

The committee probably will be given about two hours in which to present arguments. A brief also will be filed to testify briefly as to the desire of Washington's business men that this city be made the center of the Federal reserve district. Practically all of the time, however, will be taken up by the clearing-house committee members, consisting of A. G. Clapham, H. H. McKee, George W. White, W. T. Gallaher, and John Poole.

## SOUTHERN ROADS GAIN.

The loss in net earnings of the roads of the country in the first four months of the 1914 fiscal year is computed by the Bureau of Railway Economics at 8.7 per cent, the Eastern district showing a loss of 13 per cent, the West, 6-1/2 per cent, and the South a gain of 1 per cent. The Eastern district, which serves the big manufacturing districts, have been especially the victims both in the volume of business and in the net results. Current earnings statements bear out well the claim the roads in this section have been pending before the Interstate Commerce Commission for higher rates to compensate in part for the higher cost of railroading.

The railroads of the South, on the other hand, while feeling much the same influences which are in force in the North, make a decidedly better showing, and in addition to increasing their gross revenues year after year, have been able in many cases to save some of the gain for net, and at least have kept down the percentage of loss (where no gain has been registered) far below that of the trunk lines.

## Report on Cotton.

Cotton ginned prior to January 1 amounted to 13,333,074 running bales, counting round as half bales. The Census Bureau announced yesterday.

1 and bales included numbered 104,586; sea island, 74,329 bales.

Ginnings by States: Alabama, 1,667,542; Arkansas, 323,000; Florida, 65,230; Georgia, 1,374,477; Louisiana, 41,695; Mississippi, 1,145,077; North Carolina, 728,674; Oklahoma, 504,467; South Carolina, 1,240,388; Tennessee, 545,458; Texas, 3,305,000; all other States, 107,105.

Sea island ginned by States: Florida,

2,136; Georgia, 41,785; South Carolina, 7,282.

## Local Banks Apply.

The Second National Bank and the Columbia National Bank have made formal application for membership in the new system.

## Maryland Wins Suit.

Judge Hulsler, of the Maryland Superior Court, has rendered a verdict for \$7,716 against the United Railway and Electric Company in favor of the State Road Commission in the latter's suit to recover the cost of changing and relocating tracks. The verdict was for the full amount asked.

## Cotton Duck Affairs.

Haskins & Sells, the accountants, have started to work on the accounts of the Mount Vernon-Woodberry Cotton Duck Company, of Baltimore, and will probe thoroughly into the financial and business relations between this company and the International Cotton Mills Corporation and its subsidiaries. When they finish their report they will submit it to the bondholders' protective committee. The physical condition of the Mount Vernon-Woodberry company also will be examined.

## NEW YORK STOCK MARKET.

Stock	High	Low	Close
Alaska Gold Mines	25 1/2	25 1/4	25 1/4
Alcoa	10 1/2	10 1/4	10 1/4
Am. Can.	7 1/2	7 1/4	7 1/4
Am. Oil	10 1/2	10 1/4	10 1/4
Am. Sugar	10 1/2	10 1/4	10 1/4
Am. Tobacco	10 1/2	10 1/4	10 1/4
Am. Wire	10 1/2	10 1/4	10 1/4
Am. Zinc	10 1/2	10 1/4	10 1/4
Am. Copper	10 1/2	10 1/4	10 1/4
Am. Lead	10 1/2	10 1/4	10 1/4
Am. Tin	10 1/2	10 1/4	10 1/4
Am. Iron	10 1/2	10 1/4	10 1/4
Am. Steel	10 1/2	10 1/4	10 1/4
Am. Coal	10 1/2	10 1/4	10 1/4
Am. Gas	10 1/2	10 1/4	10 1/4
Am. Electric	10 1/2	10 1/4	10 1/4
Am. Telephone	10 1/2	10 1/4	10 1/4
Am. Paper	10 1/2	10 1/4	10 1/4
Am. Textile	10 1/2	10 1/4	10 1/4
Am. Lumber	10 1/2	10 1/4	10 1/4
Am. Shipbuilding	10 1/2	10 1/4	10 1/4
Am. Marine	10 1/2	10 1/4	10 1/4
Am. Navigation	10 1/2	10 1/4	10 1/4
Am. Steamship	10 1/2	10 1/4	10 1/4
Am. Tugboat	10 1/2	10 1/4	10 1/4
Am. Harbortown	10 1/2	10 1/4	10 1/4
Am. Dock	10 1/2	10 1/4	10 1/4
Am. Warehouse	10 1/2	10 1/4	10 1/4
Am. Cold Storage	10 1/2	10 1/4	10 1/4
Am. Ice	10 1/2	10 1/4	10 1/4
Am. Refrigeration	10 1/2	10 1/4	10 1/4
Am. Dairies	10 1/2	10 1/4	10 1/4
Am. Cattle	10 1/2	10 1/4	10 1/4
Am. Horses	10 1/2	10 1/4	10 1/4
Am. Sheep	10 1/2	10 1/4	10 1/4
Am. Poultry	10 1/2	10 1/4	10 1/4
Am. Eggs	10 1/2	10 1/4	10 1/4
Am. Butter	10 1/2	10 1/4	10 1/4
Am. Cheese	10 1/2	10 1/4	10 1/4
Am. Lard	10 1/2	10 1/4	10 1/4
Am. Tallow	10 1/2	10 1/4	10 1/4
Am. Soap	10 1/2	10 1/4	10 1/4
Am. Candles	10 1/2	10 1/4	10 1/4
Am. Matches	10 1/2	10 1/4	10 1/4
Am. Paper	10 1/2	10 1/4	10 1/4
Am. Textile	10 1/2	10 1/4	10 1/4
Am. Lumber	10 1/2	10 1/4	10 1/4
Am. Shipbuilding	10 1/2	10 1/4	10 1/4
Am. Marine	10 1/2	10 1/4	10 1/4
Am. Navigation	10 1/2	10 1/4	10 1/4
Am. Steamship	10 1/2	10 1/4	10 1/4
Am. Tugboat	10 1/2	10 1/4	10 1/4
Am. Harbortown	10 1/2	10 1/4	10 1/4
Am. Dock	10 1/2	10 1/4	10 1/4
Am. Warehouse	10 1/2	10 1/4	10 1/4
Am. Cold Storage	10 1/2	10 1/4	10 1/4
Am. Ice	10 1/2	10 1/4	10 1/4
Am. Refrigeration	10 1/2	10 1/4	10 1/4
Am. Dairies	10 1/2	10 1/4	10 1/4
Am. Cattle	10 1/2	10 1/4	10 1/4
Am. Horses	10 1/2	10 1/4	10 1/4
Am. Sheep	10 1/2	10 1/4	10 1/4
Am. Poultry	10 1/2	10 1/4	10 1/4
Am. Eggs	10 1/2	10 1/4	10 1/4
Am. Butter	10 1/2	10 1/4	10 1/4
Am. Cheese	10 1/2	10 1/4	10 1/4
Am. Lard	10 1/2	10 1/4	10 1/4
Am. Tallow	10 1/2	10 1/4	10 1/4
Am. Soap	10 1/2	10 1/4	10 1/4
Am. Candles	10 1/2	10 1/4	10 1/4
Am. Matches	10 1/2	10 1/4	10 1/4

## NEW YORK CUB MARKET.

Furnished by W. B. Hibbs & Co.

Stock	High	Low	Close
Alaska Gold Mines	25 1/2	25 1/4	25 1/4
Alcoa	10 1/2	10 1/4	10 1/4
Am. Can.	7 1/2	7 1/4	7 1/4
Am. Oil	10 1/2	10 1/4	10 1/4
Am. Sugar	10 1/2	10 1/4	10 1/4
Am. Tobacco	10 1/2	10 1/4	10 1/4
Am. Wire	10 1/2	10 1/4	10 1/4
Am. Zinc	10 1/2	10 1/4	10 1/4
Am. Copper	10 1/2	10 1/4	10 1/4
Am. Lead	10 1/2	10 1/4	10 1/4
Am. Tin	10 1/2	10 1/4	10 1/4
Am. Iron	10 1/2	10 1/4	10 1/4
Am. Steel	10 1/2	10 1/4	10 1/4
Am. Coal	10 1/2	10 1/4	10 1/4
Am. Gas	10 1/2	10 1/4	10 1/4
Am. Electric	10 1/2	10 1/4	10 1/4
Am. Telephone	10 1/2	10 1/4	10 1/4
Am. Paper	10 1/2	10 1/4	10 1/4
Am. Textile	10 1/2	10 1/4	10 1/4
Am. Lumber	10 1/2	10 1/4	10 1/4
Am. Shipbuilding	10 1/2	10 1/4	10 1/4
Am. Marine	10 1/2	10 1/4	10 1/4
Am. Navigation	10 1/2	10 1/4	10 1/4
Am. Steamship	10 1/2	10 1/4	10 1/4
Am. Tugboat	10 1/2	10 1/4	10 1/4
Am. Harbortown	10 1/2	10 1/4	10 1/4
Am. Dock	10 1/2	10 1/4	10 1/4
Am. Warehouse	10 1/2	10 1/4	10 1/4
Am. Cold Storage	10 1/2	10 1/4	10 1/4
Am. Ice	10 1/2	10 1/4	10 1/4
Am. Refrigeration	10 1/2	10 1/4	10 1/4
Am. Dairies	10 1/2	10 1/4	10 1/4
Am. Cattle	10 1/2	10 1/4	10 1/4
Am. Horses	10 1/2	10 1/4	10 1/4
Am. Sheep	10 1/2	10 1/4	10 1/4
Am. Poultry	10 1/2	10 1/4	10 1/4
Am. Eggs	10 1/2	10 1/4	10 1/4
Am. Butter	10 1/2	10 1/4	10 1/4
Am. Cheese	10 1/2	10 1/4	10 1/4
Am. Lard	10 1/2	10 1/4	10 1/4
Am. Tallow	10 1/2	10 1/4	10 1/4
Am. Soap	10 1/2	10 1/4	10 1/4
Am. Candles	10 1/2	10 1/4	10 1/4
Am. Matches	10 1/2	10 1/4	10 1/4

## NEW YORK MONEY.

Furnished by W. B. Hibbs & Co.

Stock	High	Low	Close
Alaska Gold Mines	25 1/2	25 1/4	25 1/4
Alcoa	10 1/2	10 1/4	10 1/4
Am. Can.	7 1/2	7 1/4	7 1/4
Am. Oil	10 1/2	10 1/4	10 1/4
Am. Sugar	10 1/2	10 1/4	10 1/4
Am. Tobacco	10 1/2	10 1/4	10 1/4
Am. Wire	10 1/2	10 1/4	10 1/4
Am. Zinc	10 1/2	10 1/4	10 1/4
Am. Copper	10 1/2	10 1/4	10 1/4
Am. Lead	10 1/2	10 1/4	10 1/4
Am. Tin	10 1/2	10 1/4	10 1/4
Am. Iron	10 1/2	10 1/4	10 1/4
Am. Steel	10 1/2	10 1/4	10 1/4
Am. Coal	10 1/2	10 1/4	10 1/4
Am. Gas	10 1/2	10 1/4	10 1/4
Am. Electric	10 1/2	10 1/4	10 1/4
Am. Telephone	10 1/2	10 1/4	10 1/4
Am. Paper	10 1/2	10 1/4	10 1/4
Am. Textile	10 1/2	10 1/4	10 1/4
Am. Lumber	10 1/2	10 1/4	10 1/4
Am. Shipbuilding	10 1/2	10 1/4	10 1/4
Am. Marine	10 1/2	10 1/4	10 1/4
Am. Navigation	10 1/2	10 1/4	10 1/4
Am. Steamship	10 1/2	10 1/4	10 1/4
Am. Tugboat	10 1/2	10 1/4	10 1/4
Am. Harbortown	10 1/2	10 1/4	10 1/4
Am. Dock	10 1/2	10 1/4	10 1/4
Am. Warehouse	10 1/2	10 1/4	10 1/4
Am. Cold Storage	10 1/2	10 1/4	10 1/4
Am. Ice	10 1/2	10 1/4	10 1/4
Am. Refrigeration	10 1/2	10 1/4	10 1/4
Am. Dairies	10 1/2	10 1/4	10 1/4
Am. Cattle	10 1/2	10 1/4	10 1/4
Am. Horses	10 1/2	10 1/4	10 1/4
Am. Sheep	10 1/2	10 1/4	10 1/4
Am. Poultry	10 1/2	10 1/4	10 1/4
Am. Eggs	10 1/2	10 1/4	10 1/4
Am. Butter	10 1/2	10 1/4	10 1/4
Am. Cheese	10 1/2	10 1/4	10 1/4
Am. Lard	10 1/2	10 1/4	10 1/4
Am. Tallow	10 1/2	10 1/4	10 1/4
Am. Soap	10 1/2	10 1/4	10 1/4
Am. Candles	10 1/2	10 1/4	10 1/4
Am. Matches	10 1/2	10 1/4	10 1/4

## COTTON STATISTICS.

Furnished by N. L. Carpenter & Co.

Pressed Steel Car.	24 1/2	24 1/4	24 1/4
Rock Island	24 1/2	24 1/4	24 1/4
Ray Co. Copper	19 1/2	19 1/4	19 1/4
Reading Ill. pfd.	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1/4
Rock Island	16 1/2	16 1/4	16 1